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STAT

Central Intelligence Agency

Washington, D.C. 20505

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84-

27 APR 1984

Mr. Harold C. King
Commissioner
Virginia Department of Highways
and Transportation
Richmond, Virginia 23219

Dear Mr. King:

File:

Under the bilateral agreement between your Department and this Agency, members of your Department have been assisting us in defining offsite road improvements. These road improvements are intended to support expansion of our facility at Mclean, Virginia.

Members of your staff first reviewed our planning in 1981 when the National Capital Planning Commission (NCPC) requested comment on the Master Plan for our expansion. In preparing the environmental assessment for that Plan, we recognized that failure to properly manage our traffic could produce significant impact to local roads, requiring construction of major road improvements. We proposed to minimize this impact by implementing a traffic management plan that would stagger our work force so that added traffic would occur outside peak hours. This proposal is consistent with the regional planning principles of the Council of Governments and the NCPC.

Your representatives took the position that this regional planning principle was not acceptable because of a lack of enforcement authority on your part. Your representatives proposed instead that more extensive road improvements be made to accommodate all expansion traffic within the peak hour.

Our reaction was to suggest that we work jointly to develop a mutually satisfactory solution. This led to the bilateral agreement in which your Department agreed to act as Executive Agent for the Federal Government in designing and installing necessary improvements. Under this agreement, a consultant was contracted to create the preliminary designs for Route 123. Subsequently, the scope of the consultant effort was expanded to include analysis and design recommendations for the George Washington Memorial Parkway as well as Route 123. This process has brought us to the current technical memorandum containing the preliminary design proposals completed within the past week.

While previous technical memoranda have focused on the needs of the horizon year 2005, this report presents us with the first clear indication of what construction would be undertaken to support our expansion in 1987. Our conclusion is that the construction being proposed for our expansion is excessive in terms of our planned operations and is nonresponsive to one of the major concerns of the local community. At issue is the proposed three-lane cross section being proposed for Route 123.

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The proposal to construct a three-lane cross section on Route 123 brings us back to the policy issue that has separated us from the beginning. The issue remains how to design improvements that are sensitive to our planned operation and which will help resolve differences between us to the benefit of everyone. On the Agency side, we have committed ourselves to traffic management measures at the Federal level regardless of the nature of the road improvements program. On your side, you are faced with the dilemma of how to deal with our proposal in the absence of enforcement powers. On the community side, there is significant concern for the safety and access problems created by the additional lanes currently being proposed.

To ease our collective dilemma, it is requested that the preliminary designs be modified to reflect a continuation of the two-lane cross section on Route 123 for improvements constructed in support of our expansion. If this is agreeable to the Department, the Agency will set aside funding necessary for the construction of a third lane and enter into an agreement to provide this funding to the State in the event this Agency fails to keep its commitment to maintain expansion traffic outside the peak hour.

We recognize that the proposed solution to CIA expansion does not address your longer term problem of how to deal with continued traffic growth in this area. However, we believe it does offer a reasonable solution to our expansion while clearly separating the regional planning issues inherent in the current proposals.

Sincerely,

Harry E. Fitzwater

Harry E. Fitzwater
Deputy Director
for
Administration

cc: Mr. T. Eugene Smith
Commissioner at Large-Urban
Senator John W. Warner
Congressman Frank R. Wolf
Mrs. Nancy Falck
CIA Traffic Advisory
Committee Members

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Mr. Harold C. King

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